



Roadmap for the Protection of Historic Vehicles – FIVA’s proposal for European Policymakers in the new political cycle (2024-2029)

Historic vehicles represent our European motoring and cultural heritage. This heritage needs to be preserved and passed on to future generations for them to understand the world our parents and grandparents inhabited. Fortunately, there are owners, civil society organisations, museums, and other actors in the cultural ambit, willing to devote their time and financial resources to preserving this valuable heritage. These enthusiasts are the custodians of our motoring heritage. But these custodians cannot preserve this valuable heritage alone. They need the understanding and support of regulators. Recognition by policymakers is required and political intervention is needed when threats arise, whether those are intentional or unintentional. Efforts must be devoted to ensuring regulatory solutions to ensure that historic vehicles remain on the roads and continue to contribute to this common European heritage.



Executive Summary

To protect our cultural and motoring heritage, policymakers and stakeholders in the European Union (EU) need to work together to ensure an integral and protective regulatory framework for historic vehicles. In view of the upcoming political cycle in Europe, FIVA would like to propose this roadmap to EU policymakers to secure the future of historic vehicles on the roads of tomorrow. This roadmap should be read in conjunction with the FIA-FIM-FIVA Manifesto¹ and FIVA’s Sustainability Strategy².

FIVA kindly asks policymakers in the EU to:

- 1. Protect historic vehicles with an integral regulatory framework on the basis of the already existing EU definition of vehicle of historical interest – see EU Roadworthiness Testing Directive 2014/45, art. 3(7).*
 - 2. Provide a clear legal distinction and treatment between historic vehicles and end-of-life vehicles.*
 - 3. Ensure the transit of historic vehicles throughout all EU countries, cities and villages with uniform rules.*
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¹ FIA – FIVA – FIM Manifesto: Securing the future of our motoring heritage preserving historic vehicles’ place on the roads of tomorrow. January 2024. Accessible here <https://fiva.org/en/documents/>

² FIVA’s Sustainability Strategy is accessible here <https://fiva.org/>

I. Introduction to FIVA

The **Fédération Internationale des Véhicules Anciens (FIVA)** is the worldwide non-profit organisation dedicated to the protection, preservation and promotion of historic vehicles. Founded in 1966, FIVA is active in more than 80 countries, representing millions of historic vehicle enthusiasts around the globe. One of FIVA core objectives is to ensure that historic vehicles can continue to be preserved and used on public roads.

II. What are historic vehicles and how do they contribute to the EU?

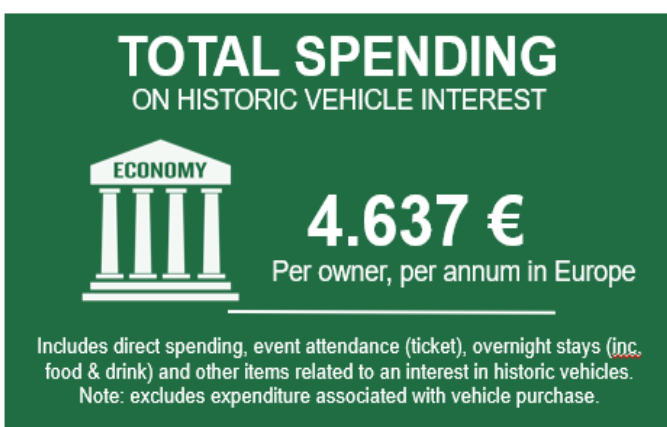
The EU defines 'vehicle of historical interest' as a vehicle which is considered to be historical by the Member State of registration and which: — was manufactured or registered at least **30 years ago**; — its specific type is no longer in production; — it is historically preserved and maintained in its original state and has not undergone substantial changes³.

Beyond the definition, the cars, motorcycles, vans, trucks, buses, etc. and engines of yesterday are **our motoring and technical heritage** of today. This heritage not only presents the physical timeline of the evolution of motorised transport, it also helped shape 20th century social, industrial and economic development. The advent of the motor vehicle radically changed living and working structures; it advanced the growth of urban and industrial areas and road networks which together reshaped the physical landscape; and it contributed greatly to social mobility.

Historic Vehicles enable us to understand the world our parents and grandparents inhabited and are a very important part of our mobile heritage. Preserved by millions of owners around the world⁴, historic vehicles, constitute goods of public interest that deserve and need private and public protection.



ECONOMY



Beyond its exceptional cultural dimension, the economic value of the historic vehicles industry is substantial: historic vehicle owners spend an annual average of 4,858 € (4.637€ in Europe) each on their historic vehicle. **The annual value of the entire historic vehicles sector is at least 10 billion Euros.**

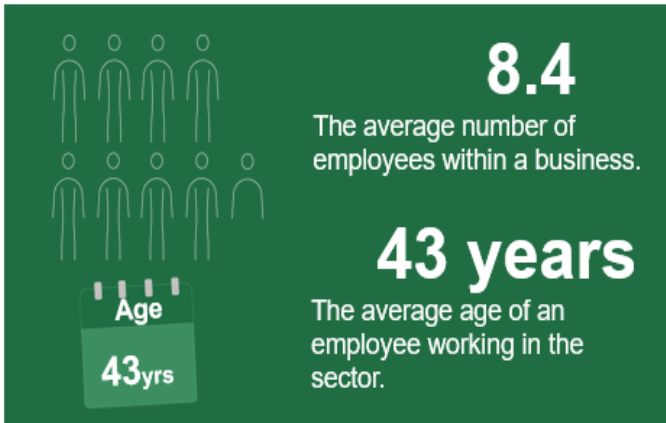
Source: *Economic Impact of the 4th European Healey Meeting*,

³ For the full definition by the EU, please see DIRECTIVE 2014/45/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC.

⁴ FIA-FIM-FIVA Manifesto [...]



SOCIAL GROWTH



The **social value** of this business is equally significant. The restoration businesses account for between **100,000-140,000 jobs**. Thousands of garages, specialist restorers, paint shops, upholsterers and spare parts manufacturers across the world provide services to enthusiasts and provide training to the qualified craftsmen of the future. The vast majority of these are small and medium sized businesses.

Source: 2014 Research undertaken by market research company GfK, Delft University of Technology and Fontys University of Applied Sciences.



SUSTAINABILITY AND CIRCULARITY



Sustainability is embedded in the very nature of preserving a historic vehicle, which is the core of FIVA's activity. Our model is based on the principles of reusing, reworking and recycling. Our environmental impact is negligible. FIVA research shows that the average **historic vehicle is just taken out about 15 times a year, with historic cars travelling only around 1,400km (870 miles) and historic motorcycles less than 900km (560 miles) per year.**

Source: FIVA 2020/21 socio-economic historic vehicle survey.

DISTANCE TRAVELLED PER ANNUM

Based on all licensed vehicles in the survey



CARS

1 462 km



MOTORCYCLES

882 km

III. What can you do to help the preservation of historic vehicles?

The United Nations Educational, Scientific and Cultural Organization (UNESCO) granted FIVA consultative NGO status in 2017.⁵ The EU also recognizes the value of “automobile heritage” and enables Member States to “place vehicles of historical interest in a special category”⁶. Nevertheless, to guarantee this heritage, more needs to be done.

The regulatory experience has shown us that, as the mobile environment evolves in line with increased technical and environmental demands for vehicles, it is essential to provide for a sound regulatory regime for historic vehicles. Regulations can have the unintentional and undesirable effect of restricting the use of historic vehicles, with these ultimately being expelled from being used on public roads. This should be avoided as the social and cultural value of historic vehicles relies on the fact that they provide the public with a free moving museum of motor heritage. The cultural richness of our movement relies precisely on the capacity of vehicles to effectively operate as such, even if they are considered, too, historical artefacts.

There is real concern that regulatory and technological change may, in the future, prevent the use of historic vehicles because of their difference to the modern vehicles fleet and alleged incompatibility with the mobility environment or the availability of suitable fuels. If these vehicles are no longer able to be driven, the vast majority will disappear – and most of them will join the large scrap-heap of motoring history. This does not need to happen – nor should it happen.

European policymakers should play a central role for the protection of our motoring heritage in order to:

1. Provide a regulatory framework for historic vehicles by introducing the definition of vehicle of historical interest in all EU legislation impacting historic vehicles.

This definition, as provided in EU⁷ and adapted by national legislations, allows policymakers and society to understand the difference between a historic vehicle and an old vehicle. Unlike the latter, historic vehicles contribute to the cultural and technical heritage. For many decades, the transition of a vehicle to a “historic vehicle” has been determined by the passage of time. While most vehicles would end up being scrapped after their period of use, some would survive to be enjoyed as a part of history and to pass them on to future generations as a rolling museum. With the advent of stricter environmental regulation, alongside the increased durability and longevity of vehicles, came the need for a definition for a historic vehicle so that the distinction between a historic vehicle and another vehicle could be understood by regulators and society.

Many EU legislations have a direct or indirect impact on historic vehicles. For example:

- **EU Roadworthiness Testing Directive.** For the protection of historic vehicles, it is essential that the definition of vehicle of historical interest as provided by the EU Roadworthiness Testing Directive remains. It is equally important that the Directive allows Member States to interpret, complement or adapt the definition to their national circumstances. Historic vehicles, precisely for their historic nature, have long-standing trajectories that can be traced back over the decades of a country’s history. Where national circumstances and idiosyncrasies are profound, an EU Directive shall leave Member States to adapt the definition at national level.

⁵ Organisations non-gouvernementales accréditée par l’UNESCO en 2017 / Non-governmental organisations accredited by UNESCO in 2017.

⁶ Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures.

⁷ DIRECTIVE 2014/45/EU [...]

- **Eurovignette Directive**⁸, the European legal basis for road pricing, must keep the reference to the definition of historic vehicles. For the purposes of safeguarding the EU's automobile heritage, this Directive allows Member States to place vehicles of historical interest in a special category to adjust the various charges payable under EU Law.
- **Intelligent Transport Systems (ITS) Directive.** The Directive currently foresees an exemption for vehicles of historical interest. This exemption should be kept and EU policy-makers must work to ensure that all vehicles including historic vehicles and people may continue to use public roads safely even in the event that vehicle-to-vehicle and infrastructure-to-vehicle connectivity become commonplace for road safety and traffic management.
- The list of legislations having an impact on historic vehicles goes on: the individual vehicle type approval Regulation⁹, the Vehicle Registration Directive¹⁰, Insurance against civil liability Directive¹¹, the type-approval requirements for motor vehicles and trailers Regulation¹² or the Union Customs Code, among others.

The impact of other EU legislations on historic vehicles, although equally relevant, may be less evident in some cases. However, it is of vital importance to **introduce a regulatory safeguard for the protection of historic vehicles by means of a reference to the definition in legislations whose impact on historic vehicles may be less obvious**. Policymakers need to remain especially cautelous when it comes to:

- **REACH Regulation**¹³. The authentic restoration of historic vehicles requires the continued and affordable use of two essential chemical substances: chromium and lead. For reasons of historical accuracy, corrosion resistance, durability, eased maintenance, value retention, and aesthetic appeal, chromium (VI) has no alternatives and is irreplaceable. The use of lead for historic vehicles is most common for repairing and restoring bodywork, cooling systems and electric and electronic installations in an historically authentic manner. Substituting other, far less suitable materials for lead will have a negative impact in terms of craftsmanship and historical authenticity. Both Chromium and Lead face regulatory risks, even an ultimate ban on their use. The REACH Regulation needs to take account of the value of historic vehicles alike other cultural assets.
- **EU Policy-makers, when legislating, need to ensure that all legislations impacting our motoring heritage take due account of the definition of historic vehicle in order to establish the necessary regulatory safeguards.**

⁸ Directive (EU) 2022/362 [...]

⁹ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

¹⁰ Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles.

¹¹ Directive (EU) 2021/2118 of the European Parliament and of the Council of 24 November 2021 amending Directive 2009/103/EC relating to insurance against civil liability in respect of the use of motor vehicles, and the enforcement of the obligation to insure against such liability.

¹² Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users.

¹³ Regulation 1907/2006/EC concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH), establishing a European Chemicals Agency.

2. Provide a clear regulatory distinction between Historic Vehicles and End-of-Life Vehicles

Historic vehicles are neither old vehicles nor end-of-life vehicles. This was correctly reflected in the new proposal for an End-of-Life Vehicles Regulation published¹⁴ by the European Commission on 13 July 2023. FIVA appreciates the incorporation by the European Commission of the definition of historic vehicle in its ELV proposal, as provided by the Roadworthiness Testing Directive 2014/45/EU. This constitutes a step forward in the regulatory protection of historic vehicles and their visibility vis-à-vis regulators and society.

At the same time, FIVA defends the right for EU Member States to adapt/complement the historic vehicle definition to their national circumstances. This can be better achieved through a Directive and not through a Regulation. This is why **FIVA proposes that the ELV should remain a Directive**.

FIVA welcomes the exemption of Historic Vehicles from the ELV regime. However, to ensure the integral regulatory protection of historic vehicles, **several structural loopholes in the proposal need to be addressed or clarified¹⁵**.

- (i) The exemption for historic vehicles provided by the ELV is undermined if historic vehicles are still affected by waste legislations referenced in the ELV itself. The exemption in favour of historic vehicles loses to a great extent its application if national authorities still intervene historic vehicles on the basis of the waste legislations. EU policy-makers need to make sure that historic vehicle owners keep their rights to maintain, restore, sell and export vehicles and parts;
- (ii) To promote and accomplish the objectives of circularity and reusability, the exemption granted to vehicles of historical interest to avoid their consideration as ELVs, should be extended to all those vehicles that are owned, stored, transported or dismantled with the purpose of historical restoration.
- (iii) Protect the restoration of used vehicles as a legitimate activity;
- (iv) Allow the legitimate sale, export and import of historic vehicles and their parts;
- (v) Ensure that Member States have room of manoeuvre to interpret the EU definition of historic vehicles against their national circumstances and ensure that the definition of historic vehicles is interpreted broadly to cover as many vehicles as possible.

3. Provide a harmonised regulatory framework for the transit of historic vehicles in Low Emission Zones and other UVARs to ensure intra-EU mobility

Since 2019, the implementation of Low-Emission Zones (LEZs) and other Urban Vehicle Access Regulations (UVARs) has surged by 40%, reaching 325, with over 507¹⁶ planned by 2025, including major tourist cities. FIVA shares the common objective to reduce air pollution. We agree that clean air is essential for our health and for the environment. To this end, excessive pollution concentrations must be avoided. However, this must be done in a proportionate manner, keeping an accurate and risk-proportionate balance between the public interests at stake.

¹⁴Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on circularity requirements for vehicle design and on management of end-of-life vehicles, amending Regulations (EU) 2018/858 and 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC.

¹⁵ See FIVA's contribution to the feedback period here <https://fiva.org/download/end-of-life-regulations/>

¹⁶ The development trends of low and zero-emission zones in Europe, Clean Cities, 2022.

The cultural heritage represented by historic vehicles belongs to these public interests that deserve specific protection. Historic vehicles exhibit a **minimal environmental impact**. Their **marginal annual mileage** (around 1,413km/year for cars and 877km/year for motorcycles, compared to the EU average of 10,266km/year for cars¹⁷), contributes to proportionally negligible air pollution. Our journeys on public roads are occasional and take place mostly outside urban areas and outside peak hours and often historic vehicle use is only for events and displays. Many Historic Vehicles use less than a tank of fuel every year. Historic Vehicles, thus, are not a part of the general transport mix in the context of the policy discussions on improving urban mobility.

This is why some cities have correctly opted for exempting historic vehicles. Others, however, neglect the importance of motoring heritage, and have not introduced rules to enable the transit of historic vehicles.

- **In the revision of Air Quality Directives¹⁸, EU policymakers should provide an ad hoc regulatory framework to permit the transit of historic vehicles because of their marginal environmental impact combined with their strong contribution to the preservation of cultural heritage;**

To ensure mobility among the countries of the EU, it is essential that uniform rules apply. For this regulatory framework to work, rules to allow the access of historic vehicles to the urban centres (for instance, with labels) cannot be fragmented, but should apply nationwide. Where each municipality establishes its own rules for LEZs, it results in increased complexity for drivers and less uniform enforcement. In all cases, foreign historic vehicles should also have the right to access LEZs and UVARs in the same conditions as national historic vehicles.

- **EU policymakers should establish EU-wide rules or guidelines to ensure a uniform regulatory framework for the establishment of LEZs and UVARs rules; and to avoid discrimination against foreign historic vehicles.**

IV. Conclusion: a future for historic vehicles on the roads of tomorrow

Behold our social and motoring past, a treasure to be passed down through generations. Dedicated enthusiasts stand as guardians, preserving this legacy with passion and resources. But they cannot do it alone. They need support from regulators.

We call upon EU policymakers to recognise the importance of historic vehicles and intervene when needed to protect them. Let us ensure that regulations permit the continued presence of our common heritage on our roads. Together, let us safeguard our motoring heritage for future understanding and enjoyment of our past.



Tiddo Bresters – President of FIVA

Lars Genild – Chairman Legislation Commission

Handwritten signature of Tiddo Bresters.

Torino, June 2024

Handwritten signature of Lars Genild.



¹⁷ Report on transport efficiency - Change in distance traveled by car in the EU, Odysseus-Mure, Ademe & Life, 2022. Available [here](#).

¹⁸ Directive 2008/50/EC on ambient air quality and cleaner air for Europe; and Directive 2004/107/EC relating to arsenic, cadmium, mercury, nickel, and polycyclic aromatic hydrocarbons in air.